DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: BR000-0004-00(729) Muscogee
P.I. No.: 0004729
Brown Ave. @ NS RR & Bragg Smith St.

OFFICE: Engineering Services

DATE: August 7, 2009

FROM: Ronald E. Wishon, Project Review Engineer REW

TO: Thomas B. Howell, PE, District Engineer, Thomaston
Attn.: Bill Rountree, PE

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held April 28-May 1, 2009. Responses were received on August 5, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1.1	Reduce width of bridge from 46 ft to 40 ft	Proposed = $626,000 Actual = $1,648,090	Yes, with modifications	Two bridges with MSE walls will be utilized rather than one bridge. The bridges will be constructed at a width of 39 ft. The cost of one bridge with a width of 46 ft and a length of 1040 ft is $4,305,600. The cost of the bridge proposed in the VE study was $3,744,000. The cost of building two separate bridges, one at approximately 75 ft and a second at approximately 240 ft is $1,287,000. The cost of the MSE walls is $1,370,510. The total cost is $2,657,510. Building two bridges with MSE walls in between will save $1,086,490 over the VE study, and $1,648,090 over the original proposal. Please see attached responses from the Office of Bridge Design for further explanation.

A 1.2	Reduce width of bridge from 46 ft to 34 ft	$1,252,000	No	Eliminating the sidewalk from one side of the bridge would require the use of an 8 ft shoulder. The bridge width will be reduced to 39 ft as indicated in the comments for A-1.1.
A-2	Reduce bridge length by replacing portions of the bridge with a roadway section on existing embankment	$2,336,500	No longer applies	The implementation of Modified A-1.1 encompasses this recommendation.
A-6.2	Begin bridge at Sta. 15+60 in lieu of Sta. 14+00	$623,000	Yes	MSE walls will be used to reduce the length of the bridge.
A-8	Reduce length of bridge to 885 ft and width of bridge to 40 ft. Use shallower Type II PSC beams for 600 ft and Bulb Tee-72 PSC beams over NS RR	$1,554,000	No longer applies	The implementation of Modified A-1.1 encompasses this recommendation.
A-10	Reduce lane widths from 12 ft to 11 ft	$216,000	No	This roadway is the only north to south bridge over the railroad in this part of Columbus. While truck counts are relatively low (2%), the 2005 ADT is 11,500 vpd and the 2033 ADT is 18,000 vpd. School buses frequently use this route as there are two schools within a mile of the project.
B-1	Use short retaining walls at the bottom of the proposed slopes	Proposed = $1,135,000 Actual = $1,700,000	Yes, with modifications	Two bridges with MSE walls will be utilized rather than one bridge. Using MSE walls eliminates the ROW take on Parcels 2 and 4. It reduces the ROW required on parcels 3 and 5. This amounts to $1.7 million of ROW savings. Construction savings were included in A-1.1.
B-2.1	Extend guardrail to increase side slopes	$954,000	No longer applies	The implementation of Modified B-1 encompasses this recommendation.
B-2.2	Use short retaining walls at the bottom of the proposed slopes. Extend the guardrail to Sta. 28+50.	$1,314,000	No longer applies	The implementation of Modified B-1 encompasses this recommendation.

B-3	Use permanent easement instead of right of way	$275,000	No longer applies	The implementation of Modified B-1 encompasses this recommendation.
B-4	Reduce ROW on Whatley Oil and Mc Le More parcels by using a narrower shoulder	$1,353,000	No longer applies	The implementation of Modified B-1 encompasses this recommendation.
D-1	Remove improvements to Bragg Smith Street	$53,700	No	The assumption made by the VE Team that Bragg Smith Street would require 5 ft of full depth widening is incorrect. There is only widening on a short section of this roadway. The rest is leveling and overlay. Bragg Smith Street must be widened to match the existing roadway on either side of the bridge.
D-3	Eliminate dual trunk lines in the drainage system	$29,200	Yes	The longitudinal pipe on the left side will be removed and additional cross drains will be added.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved: _____ **Date:** 8/10/09
Gerald M. Ross, PE, Chief Engineer

REW/LLM
Attachments
c: Genetha Rice Singleton
Paul Liles/Bill Duvall/Bill Ingalsbe/Lyn Clements
David Millen/Bill Rountree/Jeff Swiderski
Jason Mobley
Debra Pruitt
Lamar Pruitt
Ken Werho
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BR00-0004-00(729) Muscogee
P.I. NO.0004729
Bridge Replacement on Brown Ave over Norfolk Southern Railroad and Bragg Smith Street

OFFICE Thomaston

DATE August 5, 2009

FROM Thomas B. Howell, P.E., District Engineer

TO Ronald E. Wishon, Project Review Engineer
Attn: Lisa Myers

SUBJECT **Value Engineering Study Responses**

We have reviewed the Value Engineering Study. Please find attached our responses to the study findings.

After reviewing the various recommendations found in the report we utilize two bridges with MSE walls on all approaches, and in between the bridges. This will eliminate most of the required R/W and displacements.

Please note that errors were discovered in the calculations in the VE Study Report.

If any additional information is needed please contact Bill Rountree, P.E., District Design Engineer, at (706)646-6990.

DBM:WJR:AJR:JMS

Attachment

SUMMARY OF VE STUDY COMMENT RESPONSES

BR00-0004-00(729) Muscogee County

Bridge Repalcement on Brown Ave over Norfolk Southern Railroad/Bragg Smith St

Alt No.	Description	Concur
A-1.1	Reduce bridge width from 46 feet to 40 feet based on GDOT bridge manual.	NO
A-1.2	Reduce bridge width from 46 feet to 434 feet by eliminating one sidewalk.	NO
A-2	Reduce bridge length by using more roadway sections.	NO
A-6.2	Begin bridge at 15+60 in lieu of 14+00.	YES
A-8	Reduce length of bridge to 880 feet and width to 40 feet. Revise beams.	NO
A-10	Reduce lane widthd from 12 feet to 11 feet.	NO
B-1	Use short retaining walls at bottom of the proposed slopes.	NO
B-2.1	Extend guardrail to increase side slopes.	NO
B-3	Use permanent easement instead of right of way.	NO
B-4	Reduce right of way on Whatlet Oil and McLemore parcels by narrowing the shoulder.	NO
D-1	Remove improvements to Bragg Smith Street.	NO
D-3	Eliminate dual trunk lines in the drainage system.	YES

BR00-0004-00(729) Muscogee

VE Study Responses

A-1.1: Reduce width of Bridge from 46'-0" to 40'-0".

Response: Do Not Concur See revised response next page

Please see attached responses from the Office of Bridge Design for explanation.

A-1.2: Reduce width of bridge to 34'0" from 46'-0".

Response: Do not concur

Please see attached responses from the Office of Bridge Design for explanation.

A-2: Reduce bridge length by replacing portions of the roadway section on existing embankment.

Response: Do Not Concur

Two separate bridges will be used. MSE walls will be used. See attached responses from the Office of Bridge Design for further explanation.

A-6.2: Begin bridge at station 15+60 in lieu of 14+00.

Response: Concur

Please see attached responses from the Office of Bridge Design for explanation.

A-8: Reduce length of bridge to 885'-0" and width of bridge to 40'. Use shallower type PSC beams for 600 ft. and bulb Tee-72 PSC beams over NS Railroad.

Response: Do Not Concur

Please see attached responses from the Office of Bridge Design for explanation.

Myers, Lisa

From: Swiderski, Jeff
Sent: Wednesday, August 05, 2009 1:37 PM
To: Myers, Lisa
Subject: MUSCOGEE - 0004729 - MORE VE SUPPORT - 8-5-09
Attachments: cost comparisons.xlsx

A-1.1: Reduce width of Bridge from 46'-0" to 40'-0".

Response: Concur

Two bridges with MSE walls will be utilized rather than one bridge. The bridges will be constructed at a width of 39'-0". The cost of one bridge with a width of 46'-0" , and a length of 1040'-0",has a cost of $4,305,600. The cost of the bridge proposed in the VE study was $3,744,000. The cost of building two separate bridges, one at approximately 75' and a second at approximately 240' would be $1,287,000. The cost of the MSE walls would be $1,370,510. The total cost would be $2,657,510. Building 2 bridges with MSE walls in between will save $1,086,490 over the VE study, and $1,648,090 over the original proposal. Please see attached responses from the Office of Bridge Design for further explanation.

Jeff Swiderski, Design Engineer 2
GDOT District 3 Road Design
115 Transportation Blvd. Thomaston, GA 30286
706-646-6997
Fax: 706-646-6722
jswiderski@dot.ga.gov

A-10 Reduce lane widths from 12' to 11'.

Response: Do Not Concur

We do not recommend changing the lane width from twelve feet to eleven feet. This roadway is the only north to south bridge over the railroad in this part of Columbus. The traffic reflects that. The 2005 ADT is 11,500 vpd, and the 2033 ADT is 18,000 vpd. The truck percentage is 2%. This is also the main route for emergency vehicles operating in the area. School buses also use this bridge very frequently with two schools less than a mile from the project area.

B-1: Use short retaining walls at the bottom of the proposed slopes.

Response: Do Not Concur

We propose using two bridges with MSE walls versus using one long bridge. Using the MSE walls will eliminate the R/W take on parcels two and four completely. It would also reduce the R/W take on parcels three and five. One displacement would be eliminated on parcel three. We have run the cost for building one bridge, and the cost of building two bridges with MSE walls in between the bridges. The revised construction cost of the original option is $4,445,049.72. The construction cost of building 2 bridges with MSE walls is $3,335,508.55. That is a cost savings of $1,109,541.17. Using MSE walls will also save approximately $1.7 million in right of way costs. Please find attached to this report the construction estimates for the two options. Please remember the construction contingencies, and fuel adjustments, are not added to these estimates. There is also attached an example typical section showing how the proposed roadway, and bridges, could look like.

B-2.1: Extend guardrail to increase side slopes.

Response: Do No Concur

We propose using two bridges with MSE walls versus using one long bridge. Using the MSE walls will eliminate the R/W take on parcels two and four completely. It would also reduce the R/W take on parcels three and five. One displacement would be eliminated on parcel three. We have run the cost for building one bridge, and the cost of building two bridges with MSE walls in between the bridges. The revised construction cost of the original option is $4,445,049.72. The construction cost of building 2 bridges with MSE walls is $3,335,508.55. That is a cost savings of $1,109,541.17. Using MSE walls will also save approximately $1.7 million in right of way costs. Please find attached to this report the construction estimates for the two options. Please remember the construction contingencies, and fuel adjustments, are not added to these estimates. There is also attached an example typical section showing how the proposed roadway, and bridges, could look like.

B-2.2: Use short retaining walls at the bottom of the proposed slopes. Extend the guardrail to station 28+50.

Response: Do not concur

We propose using two bridges with MSE walls versus using one long bridge. Using the MSE walls will eliminate the R/W take on parcels two and four completely. It would also reduce the R/W take on parcels three and five. One displacement would be eliminated on parcel three. We have run the cost for building one bridge, and the cost of building two bridges with MSE walls in between the bridges. The revised construction cost of the original option is $4,445,049.72. The construction cost of building 2 bridges with MSE walls is $3,335,508.55. That is a cost savings of $1,109,541.17. Using MSE walls will also save approximately $1.7 million in right of way costs. Please find attached to this report the construction estimates for the two options. Please remember the construction contingencies, and fuel adjustments, are not added to these estimates. There is also attached an example typical section showing how the proposed roadway, and bridges, could look like.

B-3: Use permanent easement instead of right of way

Response: Do Not Concur

We propose using two bridges with MSE walls versus using one long bridge. Using the MSE walls will eliminate the R/W take on parcels two and four completely. It would also reduce the R/W take on parcels three and five. One displacement would be eliminated on parcel three. We have run the cost for building one bridge, and the cost of building two bridges with MSE walls in between the bridges. The revised construction cost of the original option is $4,445,049.72. The construction cost of building 2 bridges with MSE walls is $3,335,508.55. That is a cost savings of $1,109,541.17. Using MSE walls will also save approximately $1.7 million in right of way costs. Please find attached to this report the construction estimates for the two options. Please remember the construction contingencies, and fuel adjustments, are not added to these estimates. There is also attached an example typical section showing how the proposed roadway, and bridges, could look like.

B-4: Reduce R/W on Whatley Oil and McLemore parcels by using a narrow shoulder.

Response: Do Not Concur

We will be installing MSE walls on both sides of the roadway where we are not using a bridge. This will eliminate the Right of Way takes in this area. The proposed shoulder will consist of curb and gutter with sidewalk and barrier.

D-1: Remove Improvements to Bragg Smith Street.

Response: Do Not Concur

The assumption of 5' full depth widening is incorrect. There is only widening on a short section of this roadway work. The rest is leveling and overlay. The existing roadway narrows as it enters the bridge culvert. The roadway is also in a sag like dip as it goes through the bridge culvert. Both of these issues will have to be corrected in this project.

Bragg Smith Street will have to be repaired in the area of the existing bridge. The existing roadway narrows, and should be widened to match the roadway on either side of the bridge. The work on Brag Smith Street could be reduced to just the areas that require work due to the bridge removal and replacement.

D-2: Eliminate the dual trunk lines in the drainage system.

Response: Concur

The longitudinal pipe run on the left side of the roadway will be removed, and cross drains will be installed from the boxes on the left to the boxes on the right.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BR000-0004-00(729) MUSCOGEE COUNTY
Brown Avenue over Norfolk Southern Railroad
P.I. No. 0004729

OFFICE Atlanta, GA

DATE June 7, 2009

FROM Paul V. Liles, Jr., P.E., State Bridge Engineer

TO Thomas B. Howell, Jr., P.E., District Engineer, Thomaston

ATTENTION: David Millen (Bill Rountree)

SUBJECT **VALUE ENGINEERING STUDY**

Reference is made to the VE Study dated May 14, 2009 for the above referenced project. The bridge and wall comments are addressed as follows:

A-1.1. Reduce bridge width from 46-ft to 40-ft.

The bridge width for bridges on local roads and streets (not having state route numbers) for urban section shall be the traveled way + 4-ft + minimum sidewalk width of 5.5-ft as per GDOT Policies and Procedures dated March 8, 2008. The bridge width will therefore be reduced from 46-ft to 39-ft and not 40-ft as proposed by the VE study. The 39-ft width will be used for this project.

A-1.2. Reduced bridge width from 46-ft to 34-ft

As stated above the bridge width for bridges on local roads and streets (not having state route numbers) for urban section shall be 39-ft. The bridge width for bridges on local roads and streets (not having state route numbers) for rural section for ADT above 2000 shall be the traveled way + 8-ft shoulders as per GDOT Policies and Procedures dated March 8, 2008. To eliminate a sidewalk from one side of the bridge would require the use of an 8-ft shoulder therefore increasing the width of bridge from 39-ft to 39.5-ft (8-ft shoulder + traveled way + 2-ft + 5.5-ft sidewalk). The urban section bridge width of 39-ft will be used for this project.

A-2. Reduce bridge length by using more roadway sections.

Mechanically stabilized earth walls will be use to reduce the length of the bridge and keep the embankment off the historic district on the south end of the project as well as several businesses on the north end of the project.

A-6.2. Begin bridge at station 15+60 instead of at station 14+00 thus saving 160-ft of structure.

Mechanically stabilized earth walls will be use to reduce the length of the bridge and to additional fill off the history district. The bridge will therefore begin at approximately station 15+62.

A-8. Reduce length of bridge to 800-ft from 1,040-ft and reduce the width to 40-ft. Pile bents for short span section of bridge.

Pile bents are not used in grade separation bridges. Mechanically stabilized earth walls will be use to reduce the length of the bridge, therefore creating two bridges (one over Braggs Smith Street approximately 74-ft in length and one over the railroad approximately 240-ft in length).

If you have any questions or comments, please contact Lyn Clements of the Bridge Office at (404) 631-1849.

PVL: DLC

cc: Bill DuVall, GA DOT, Assistant State Bridge Engineer, attn: Steve Wyche

Estimate Report for file "Muscogee – 0004729 – One Bridge"

Section ROADWAY

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	Lump	LS	100000.00	TRAFFIC CONTROL - BR000-0004-00(729)	100000.00
210-0100	Lump	LS	40000.00	GRADING COMPLETE - BR000-0004-00(729)	40000.00
310-1101	2100	TN	18.12	GR AGGR BASE CRS, INCL MATL	38052.00
402-3121	1400	TN	70.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	98000.00
402-3131	210	TN	70.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	14700.00
402-3190	340	TN	70.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	23800.00
413-1000	250	GL	2.14	BITUM TACK COAT	535.00
433-1000	310	SY	158.39	REINF CONC APPROACH SLAB	49100.90
441-0104	940	SY	34.31	CONC SIDEWALK, 4 IN	32251.40
441-6222	1700	LF	15.69	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	26673.00
634-1200	15	EA	100.03	RIGHT OF WAY MARKERS	1500.45
641-1100	290	LF	50.25	GUARDRAIL, TP T	14572.50
641-1200	320	LF	17.59	GUARDRAIL, TP W	5628.80
641-5001	2	EA	664.48	GUARDRAIL ANCHORAGE, TP 1	1328.96
641-5012	2	EA	1867.46	GUARDRAIL ANCHORAGE, TP 12	3734.92
643-8200	520	LF	2.73	BARRIER FENCE (ORANGE), 4 FT	1419.60
				Section Sub Total:	**$451,297.53**

Section BRIDGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
501-9999	40600	SF	90.00	BRIDGE CONSTRUCTION	3654000.00
				Section Sub Total:	**$3,654,000.00**

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0301	4	EA	2059.65	CONC SPILLWAY, TP 1	8238.60
500-3101	350	CY	246.73	CLASS A CONCRETE	86355.50
511-1000	53700	LB	0.89	BAR REINF STEEL	47793.00
550-1240	790	LF	45.44	STORM DRAIN PIPE, 24 IN, H 1-10	35897.60
668-1100	8	EA	2515.38	CATCH BASIN, GP 1	20123.04
				Section Sub Total:	**$198,407.74**

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	395.22	TEMPORARY GRASSING	790.44
163-0240	45	TN	169.64	MULCH	7633.80
163-0300	2	EA	1171.08	CONSTRUCTION EXIT	2342.16
163-0501	1	EA	929.21	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	929.21
163-0550	8	EA	205.18	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	1641.44
165-0030	3800	LF	0.80	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3040.00
165-0085	1	EA	282.81	MAINTENANCE OF SILT CONTROL GATE, TP 1	282.81
165-0101	2	EA	476.92	MAINTENANCE OF CONSTRUCTION EXIT	953.84
165-0105	8	EA	82.18	MAINTENANCE OF INLET SEDIMENT TRAP	657.44
167-1000	2	EA	577.61	WATER QUALITY MONITORING AND SAMPLING	1155.22
167-1500	12	MO	707.94	WATER QUALITY INSPECTIONS	8495.28
171-0030	7600	LF	3.45	TEMPORARY SILT FENCE, TYPE C	26220.00
				Section Sub Total:	**$54,141.64**

Section PERMAMNENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2024	500	SY	48.25	STN DUMPED RIP RAP, TP 1, 24 IN	24125.00
603-7000	500	SY	4.43	PLASTIC FILTER FABRIC	2215.00
700-6910	3	AC	831.65	PERMANENT GRASSING	2494.95
700-7000	9	TN	64.43	AGRICULTURAL LIME	579.87
700-7010	8	GL	21.82	LIQUID LIME	174.56
700-8000	31	TN	425.74	FERTILIZER MIXED GRADE	13197.94
700-8100	150	LB	2.32	FERTILIZER NITROGEN CONTENT	348.00
716-2000	11200	SY	0.96	EROSION CONTROL MATS, SLOPES	10752.00
				Section Sub Total:	**$53,887.32**

Section TRAFFIC CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
652-0120	6	EA	49.00	PAVEMENT MARKING, ARROW, TP 2	294.00
653-0130	2	EA	92.95	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	185.90
653-2501	1	LM	1273.48	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1273.48
653-2502	1	LM	1262.71	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	1262.71
653-3501	320	GLF	0.30	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	96.00
653-6004	47	SY	2.78	THERMOPLASTIC TRAF STRIPING, WHITE	130.66
653-6006	150	SY	2.70	THERMOPLASTIC TRAF STRIPING, YELLOW	405.00
654-1001	66	EA	3.09	RAISED PVMT MARKERS TP 1	203.94
654-1003	20	EA	3.19	RAISED PVMT MARKERS TP 3	63.80
657-1085	2800	LF	5.22	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	14616.00
657-6085	2800	LF	5.28	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-YELLOW), TP PB	14784.00
				Section Sub Total:	**$33,315.49**

Total Estimated Cost: $4,445,049.72

Estimate Report for file "Muscogee – 0004729 – MSE Walls"

Section ROADWAY

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	Lump	LS	100000.00	TRAFFIC CONTROL -	100000.00
210-0100	Lump	LS	40000.00	GRADING COMPLETE -	40000.00
310-1101	3300	TN	17.04	GR AGGR BASE CRS, INCL MATL	56232.00
402-3103	530	TN	67.59	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE II, GP 2 ONLY, INCL BITUM MATL & H LIME	35822.70
402-3121	1400	TN	59.47	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	83258.00
402-3190	400	TN	67.77	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	27108.00
413-1000	400	GL	2.00	BITUM TACK COAT	800.00
433-1000	520	SY	140.30	REINF CONC APPROACH SLAB	72956.00
441-0104	2100	SY	30.72	CONC SIDEWALK, 4 IN	64512.00
441-6222	2100	LF	14.96	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	31416.00
634-1200	5	EA	93.93	RIGHT OF WAY MARKERS	469.65
641-1200	400	LF	17.89	GUARDRAIL, TP W	7156.00
641-5001	2	EA	673.15	GUARDRAIL ANCHORAGE, TP 1	1346.30
641-5012	2	EA	1762.58	GUARDRAIL ANCHORAGE, TP 12	3525.16
643-8200	520	LF	2.21	BARRIER FENCE (ORANGE), 4 FT	1149.20

Section Sub Total: $525,751.01

Section BRIDGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
501-9999	14300	SF	90.00	BRIDGE CONSTRUCTION	1287000.00
627-1000	2000	SF	42.00	MSE WALL FACE, 0 - 10 FT HT, WALL NO -	84000.00
627-1010	7000	SF	42.83	MSE WALL FACE, 10 - 20 FT HT, WALL NO -	299810.00
627-1020	10000	SF	54.67	MSE WALL FACE, 20 - 30 FT HT, WALL NO -	546700.00
627-1120	1600	LF	275.00	COPING B, WALL NO -	440000.00

Section Sub Total: $2,657,510.00

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1240	790	LF	41.79	STORM DRAIN PIPE, 24 IN, H 1-10	33014.10
668-1100	8	EA	2429.74	CATCH BASIN, GP 1	19437.92

Section Sub Total: $52,452.02

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2024	500	SY	45.91	STN DUMPED RIP RAP, TP 1, 24 IN	22955.00
603-7000	500	SY	3.80	PLASTIC FILTER FABRIC	1900.00
700-6910	3	AC	674.07	PERMANENT GRASSING	2022.21
700-7000	9	TN	60.51	AGRICULTURAL LIME	544.59
700-7010	8	GL	20.53	LIQUID LIME	164.24
700-8000	31	TN	409.57	FERTILIZER MIXED GRADE	12696.67
700-8100	150	LB	2.30	FERTILIZER NITROGEN CONTENT	345.00

Section Sub Total: $40,627.71

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	283.37	TEMPORARY GRASSING	566.74
163-0240	45	TN	129.90	MULCH	5845.50
163-0300	2	EA	1148.70	CONSTRUCTION EXIT	2297.40
163-0501	1	EA	839.99	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	839.99
163-0550	8	EA	188.29	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	1506.32
165-0030	3800	LF	0.66	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	2508.00
165-0085	1	EA	339.92	MAINTENANCE OF SILT CONTROL GATE, TP 1	339.92
165-0101	2	EA	481.34	MAINTENANCE OF CONSTRUCTION EXIT	962.68
165-0105	8	EA	78.69	MAINTENANCE OF INLET SEDIMENT TRAP	629.52
167-1000	2	EA	460.30	WATER QUALITY MONITORING AND SAMPLING	920.60
167-1500	12	MO	685.80	WATER QUALITY INSPECTIONS	8229.60
171-0030	7600	LF	2.95	TEMPORARY SILT FENCE, TYPE C	22420.00

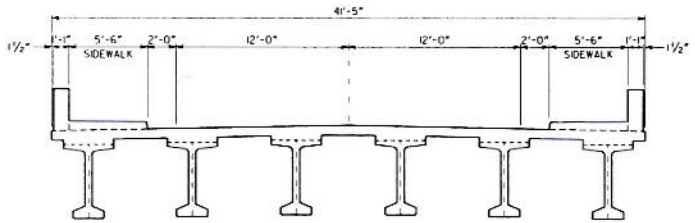
Section Sub Total: $47,066.27

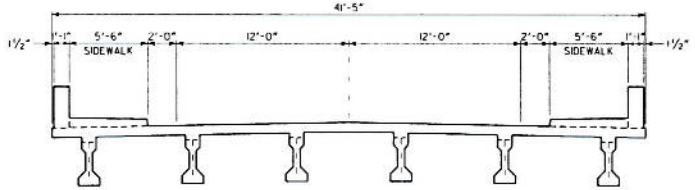
Section TRAFFIC CONTROL

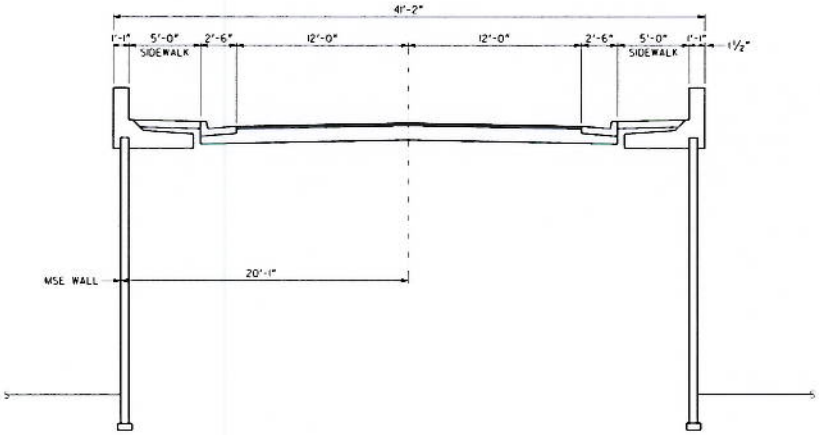
Item Number	Quantity	Units	Unit Price	Item Description	Cost
652-0120	6	EA	45.83	PAVEMENT MARKING, ARROW, TP 2	274.98
653-0130	2	EA	95.75	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	191.50
653-2501	1	LM	1283.88	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1283.88
653-2502	1	LM	1265.57	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	1265.57
653-3501	320	GLF	0.33	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	105.60
653-6004	47	SY	2.71	THERMOPLASTIC TRAF STRIPING, WHITE	127.37
653-6006	150	SY	2.63	THERMOPLASTIC TRAF STRIPING, YELLOW	394.50
654-1001	66	EA	3.04	RAISED PVMT MARKERS TP 1	200.64
654-1002	20	EA	2.85	RAISED PVMT MARKERS TP 2	57.00
657-1085	770	LF	5.36	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	4127.20
657-6085	770	LF	5.29	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-YELLOW), TP PB	4073.30

Section Sub Total: $12,101.54

Total Estimated Cost: $3,335,508.55







STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

X

GEORGIA
DEPARTMENT OF TRANSPORTATION
PRECONSTRUCTION DIVISION-OFFICE OF BRIDGE DESIGN

X
X
X X
X X

BRIDGE SHEET	REVISIONS	BY	DATE
X OF X			

DESIGNED X	CHECKED X	REVIEWED X
DRAWN X	DESIGN GROUP X	APPROVED X

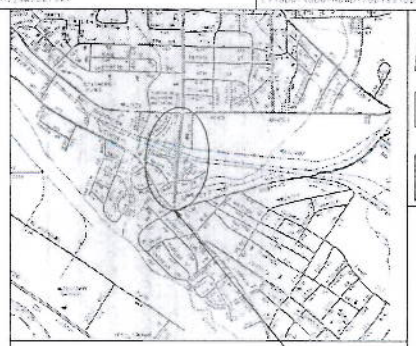
X.DGN

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	BR00-0017(29)		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
BRIDGE REPLACEMENT PROJECT
BROWN AVE OVER NORFOLK SOUTHHERN
BR00-0004-00(729)

FEDERAL AID PROJECT



LOCATION SKETCH

DESIGN DATA:
TRAFFIC A.D.T.: 11,500 (2005)
TRAFFIC A.D.T.: 18,000 (2033)
TRAFFIC D.H.V.: 1,440
DIRECTIONAL DIST: 60%
% TRUCKS: 2%
24 HR.TRUCKS %: 3%
SPEED DESIGN: 30 MPH

LOCATION & DESIGN
APPROVAL DATE: JULY 25, 2006

FUNCTIONAL CLASS:
URBAN MINOR ARTERIAL

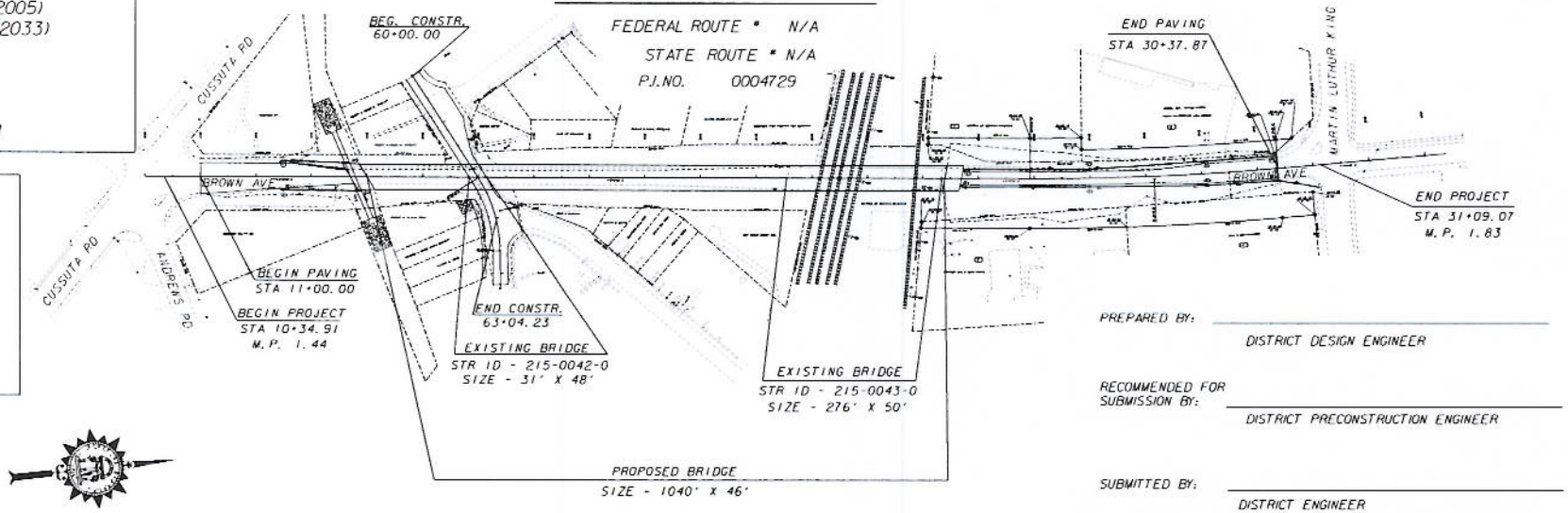
THIS PROJECT IS 100% IN MUSCOGEE COUNTY AND IS 100% IN CONG. DIST. NO. 3 .

PROJECT DESIGNATION: EXEMPT
DESIGNED IN ENGLISH UNITS.

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983)1994 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

NOTE :
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO " STATE HIGHWAY DEPARTMENT OF GEORGIA ", " STATE HIGHWAY DEPARTMENT ", GEORGIA STATE HIGHWAY DEPARTMENT ", " HIGHWAY DEPARTMENT ", OR " DEPARTMENT " WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS, HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY, THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.



NOTE: BROWN AVE IS TO BE CLOSED TO TRAFFIC DURING CONSTRUCTION

LENGTH OF PROJECT	COUNTY No.215 Project No. BR-0004-0017
	MILES
NET LENGTH OF ROADWAY	0.19
NET LENGTH OF BRIDGES	0.20
NET LENGTH OF PROJECT	0.39
NET LENGTH OF EXCEPTIONS	0.00
GROSS LENGTH OF PROJECT	0.39

SCALE IN FEET
0 100 200 400

PREPARED BY: _____
DISTRICT DESIGN ENGINEER

RECOMMENDED FOR SUBMISSION BY: _____
DISTRICT PRECONSTRUCTION ENGINEER

SUBMITTED BY: _____
DISTRICT ENGINEER

DATE _____ CHIEF ENGINEER

PLANS COMPLETED	
REVISIONS	

PRECONSTRUCTION STATUS REPORT FOR PI:0004729

PROJ ID : 0004729
COUNTY : Muscogee
LENGTH (MI) : 0.38
PROJ NO.: BR000-0004-00(729)
PROJ MGR: Rountree, Bill
AOHD Initials: JMS-JS
OFFICE : District 3
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR : Columbus/Muscogee County
DESIGN FIRM:

CS 2227/BROWN AVE @ NORFOLK SOUTHERN RR & @ BRAGG SMITH ST

MPO: Columbus TMA
TIP #: BR-4729
MODEL YR :
TYPE WORK: Bridges
CONCEPT: RR BRIDGE
PROG TYPE: Replacement
Prov. for ITS: N
BOND PROJ :

DOT DIST: 3
CONG. DIST: 2
BIKE: N
MEASURE: E
NEEDS SCORE: 6
BRIDGE SUFF: 26.19

MGMT LET DATE : 05/15/2011
MGMT ROW DATE : 03/15/2010
SCHED LET DATE : 11/21/2011
WHO LETS?: GDOT Let
LET WITH :

SCHED START	SCHED FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
		Concept Development	1/1/2005	8/4/2006	100
		Concept Meeting	6/29/2006	6/29/2006	100
		PM Submit Concept Report	7/14/2006	7/14/2006	100
		Receive Preconstruction Concept Approval	7/21/2006	7/28/2006	100
		Management Concept Approval Complete	**7/28/2006**	**8/4/2006**	**100**
		Revise or Re-validate Approved Concept	6/1/2008	7/7/2008	100
	8/25/2009	Value Engineering Study	1/21/2009		83
		Public Information Open House Held	9/7/2006	9/7/2006	100
	12/17/2009	**Environmental Approval**	**4/19/2006**		30
		Field Surveys/SDE	4/6/2007	11/14/2007	100
	4/16/2010	**Preliminary Plans**	**11/7/2007**		15
8/26/2009	2/16/2010	Preliminary Bridge Design			0
8/14/2009	12/24/2009	Underground Storage Tanks			0
7/28/2010	12/14/2010	404 Permit Obtainment			0
5/10/2010	5/11/2010	PFPR Inspection			0
5/12/2010	7/6/2010	R/W Plans Preparation			0
7/7/2010	**8/9/2010**	**R/W Plans Final Approval**			**0**
		L & D Approval	7/28/2006	8/4/2006	100
8/10/2010	8/26/2011	R/W Acquisition			0
12/28/2010	1/10/2011	Stake R/W			0
		Soil Survey	10/24/2005	10/24/2005	100
2/17/2010	11/19/2010	Bridge Foundation Investigation			0
6/16/2010	**5/13/2011**	**Final Design**			0
11/22/2010	5/6/2011	Final Bridge Plans Preparation			0
6/6/2011	6/7/2011	FFPR Inspection			0
6/21/2011	7/4/2011	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2005	2005	230,000.00	Q10	AUTHORIZED	8/11/2004
ROW	LOCL	LOCL	3,767,000.00	LOC	PRECST	
CST	2009	2011	6,905,379.04	L110	PRECST	

PE Cost Est Amt: Date:
ROW Cost Est Amt: 3,767,000.00 Date: 9/6/2005
CST Cost Est Amt: 6,263,382.35 Date: 7/7/2008

STIP AMOUNTS

Activity	Cost	Fund
PE		Q10
ROW		LOC
CST	3,424,000.00	L110

PDD: JUN02 BOARD APP. ASSIGNED TO DISTRICT 3. 7/10/02
Bridge: BRIDGE REQUIRED
Design: [5-4-09 to 07-02-09) RESPONDING TO VE STUDY, PREP. BRD REQ
EIS: CE]NotApd] NotOnSchedRW/ Pruitt (7-24-09)
LGPA: COLUMBUS-MUSCOGEE SGN DO ROW|UTIL & DETOURS 9-9-02.
Traffic Op: BRIDGE REPLACEMENT-NO S/M/SIG REQ'D
Utility: 1st to PM 12/2/08
EMG: BRIDGE REPLACEMENT

District Comments

JMS-JS [12-11-08 TO 8-4-09] PREPARING PRELIMINARY PLANS [3-6-03] WORKING ON CONCEPT

Prel. Parcel CT: 24
Under Review:
Released:
Total Parcel in ROW System:
Options - Pending:
Condemnations- Pend:
Cond. Filed:
Relocations:
Acquired:
Acquired by: LOC
Acquisition MGR: Gooch, Audrey (LOC)
R/W Cert Date:
DEEDS CT: